

The Hongkong Telegraph.

(ESTABLISHED 1891.)

NEWSERIES No. 8251

MONDAY, JULY 11, 1910.

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500 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....\$15,000,000
Sterling.....\$15,000,000
Silver.....\$15,000,000
REERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:
G. Balloch, Esq., Chairman.
Robert Shaw, Esq., Deputy Chairman.
F. H. Armstrong, Esq., S. A. Levy, Esq.,
J. W. Bandow, Esq., F. Lieb, Esq.,
Hon. Mr. Henry Keswick, G. H. Modhurst, Esq.,
G. R. Lenneman, Esq., H. A. Sles, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of a per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 7th May, 1910. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....\$1,000,000
RESERVE FUND.....\$1,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of a per Cent. per Annum on the Daily Balance.
On Fixed Deposits for 12 months, 4 per Cent.

WM. DICKSON,
Manager.

Hongkong, 26th April, 1910. [12]

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS....." 16,250,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. HANKOW.
YOKOHAMA. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOWHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTON.
SAN FRANCISCO. TIANJIN.
HONKULU. MOKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of a per Cent. per Annum on the Daily Balance.
On Fixed deposit—

For 12 months.....4 per Cent.
" 6 months.....3 1/2 per Cent.
" 3 months.....3 per Cent.

TAKAO TAKAMICHI,
Manager.

Hongkong, 13th March, 1910. [13]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Hongkong,
Kobe, Peking, Singapore, Tientsin,
Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROYSE & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHER BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. SKULLMANN,
Acting Manager.

Hongkong, 1st March, 1910. [14]

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 2 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on a FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 15th January, 1909. [15]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$3,350,000
ABOUT MK \$7,322,222

RESERVE FUND.....GOLD \$3,350,000
ABOUT MK \$7,322,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREEDNEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRY BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per Annum on daily balances and accepts Fixed Deposits at the following rates—
For 12 months 4 per Cent. per Annum.
" 6 months 3 1/2 per Cent. per Annum.
" 3 months 3 per Cent. per Annum.

No. 9, Queen's Road Central,
Hongkong.

N. S. MARSHALL,
Manager.

Hongkong, 30th April, 1910. [19]

Insurance.

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.

O. Stephane, Esq.

Lee Yuen So, Esq.

J. H. McMichael, Esq.

O. R. Burkill, Esq.

J. A. Wattle, Esq., Manager Director.

A. J. Hughes, Esq., Secretary.

S. B. Nell, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force.....\$34,054,152.00

Assets.....7,114,490.08

Income for Year.....\$973,834.88

Total Security to Policyholders.....7,885,852.53

LEFFERTS, KNOX, Esq., Hongkong, District Manager.

B. W. TAPE, Esq., Canton, Macao and the Philippines, District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909. [20]

PRINCE TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS:

7.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT GARS as on Week Days.

SATURDAY:

Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL: By Arrangement at the Company's Office, ALEXANDRA BUILDING, 1st Floor, Hongkong.

THOMPSON & SON, General Manager.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

PORTS TO SAIL ON REMARKS.

LONDON & ANTWERP VIA SINGAPORE, PENANG, MALTA, About 14th July } Freight and Passage.

and YOKOHAMA, PORT SAID, Capt. G. M. Montford, R.N.R.

SHANGHAI, MOJI, KOBE, SUNDAY, About 14th July } Freight and Passage.

and YOKOHAMA, Capt. R. A. Peters.

SHANGHAI, Assaye, About 21st July } Freight and Passage.

Assaye, Capt. Owen Jones, R.N.R.

LONDON, &c., via usual Ports, DELHI, Noon, 23rd July } See Special Advertisement.

TAKAO, SHANGHAI, PU-KOW, HANKOW, TAKU, BANCA, About 24th July } Freight only.

and MOJI, Capt. Collyer.

For Further Particulars, apply to E. A. HEWITT, Superintendent.

P & O. S. N. Co.'s Office, Hongkong, 11th July, 1910. [16]

Intimations.

LANE, CRAWFORD & CO.



SPECIAL VALUE IN

STRAW HATS

FROM \$2.50 each

IN THE

LATEST

STYLES.

LANE, CRAWFORD & CO. [17]

Kupper's Pilsener Beer.

The Leading Beer in the Far East.

Telephone No. 75.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 27th June, 1910. [18]

Hotels.

RE-OPENED! RE-OPENED!! BELLE VIEW HOTEL.

TO-DAY! TO-DAY!! TO-DAY!!!

7th July, 1910.

UNDER entirely New Management. This popular Seaside Resort has been completely reorganised and re-staffed and special arrangements made for the comfort of guests.

MEALS, AFTERNOON TEAS.

Served at all hours either in the Dining Rooms or on the spacious and Shady Lawn or Verandahs.

Only best Brands of Liquors stocked. Residence Rates on application. All cordially welcome.

Hongkong, 7th July, 1910. [25]

HOTEL CRAIGIEBURN.

PLUNKET'S GAR, the PRINCE, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1910. [27]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND

WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 11th July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

TUESDAY, 12th July.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

WEDNESDAY, 13th July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

THURSDAY, 14th July.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

FRIDAY, 15th July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SATURDAY, 16th July.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

SUNDAY, 17th July.

10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,285 Tons and "SUI-AN" 1,285 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 17th JULY.

The Company's Steamship "SUI-AN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

FARES AS USUAL.

By kind permission of Col. Prior and Officers, the Band of the 13th Rajputs under Bandmaster Coke will play during the trip.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further Particulars may be obtained at the Office of the

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 7 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 585 Tons, and "NANNING," 565 Tons.

One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Santal." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909. [21]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

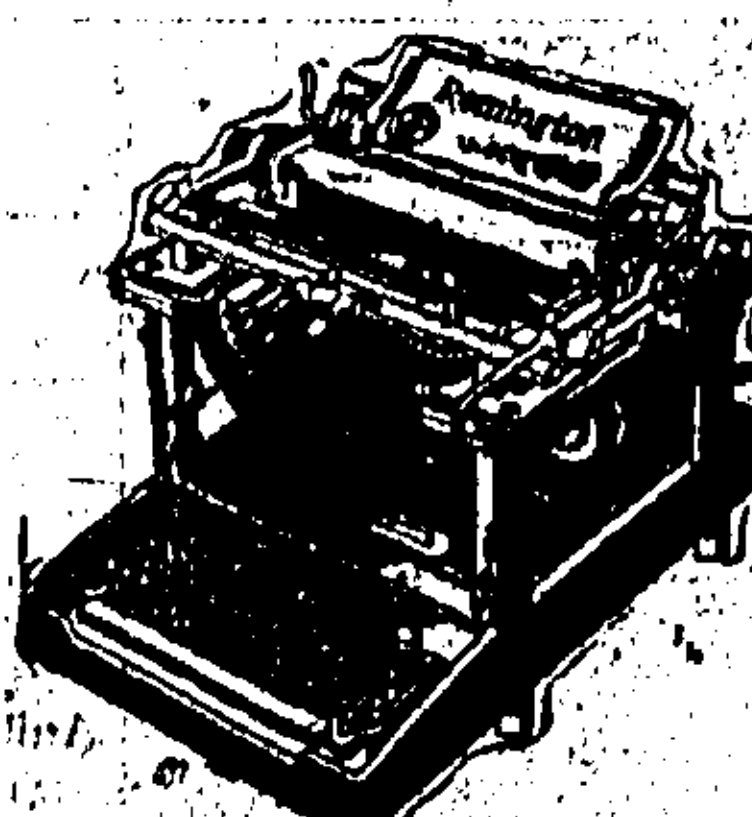
CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor.

N. BEUMENTHAL, Manager.

Telephone 790. [22]



THE REMINGTON TYPEWRITER

Is not the cheapest when purchased, but it is the cheapest in the long run, as it is proved by the fact that the number of Remingtons sold annually is vastly greater than that of any other make.

It has always been, and it is to-day, the recognized leader among writing machines.

It does the best work and keeps doing it for the longest time.

SOLE AGENTS FOR HONGKONG AND CANTON, SIEMSEN & CO., (Machinery Dept.)

Hongkong, 7th July, 1910. [23]

Intimation.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OF

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 11, 1910.

FAIR WARNING.

His Majesty's Consul-General wrote last week a despatch which for clearness of expression and vigour of style leaves nothing to be desired. After briefly but with admirable plainness referring to Treaty stipulations Mr. J. W. Jamieson, C.M.G., very justly points out that His Majesty's Government have made generous concessions to China "in order to assist the opium suppression policy of the Chinese Government." With pointed skill the Consul-General avoids a single word which might be construed as a reflection on the Central Government. "It is surprising," he writes, "to find a Province of the Empire requiring this treatment by the imposition of illegal imports and by unduly interfering with British trade." The sarcasm of this will not be lost even on the hide-bound hardened hearts of the treaty-breakers of Canton. We have all along expressed our opinion that it was not at all surprising to find that those inveterate contempters of international agreements, the "get-rich-quickers" of China should once more revive the old game, the supposed to be dead and gone old hydra. What did surprise us was that anybody should have been taken in by it for a minute. The scrupulous language of the Consul-General affords the Viceroy an opportunity of disclaiming all malice prepense and of attributing the whole business to over-zeal in the cause of opium suppression. But the dignity of Treaties made with the British Government cannot be violated without rebuke, and the Viceroy's delay in complying with the Consul-General's first protest meets with that rebuke in his final paragraph, where with ominous gravity he has "to warn Your Excellency that in the event of the continuance of the practices complained of, the Government of Kwangtung will be held responsible." It is impossible for a warning to be worded with more dignified reticence, and it now only remains for us plausibly to hope that it will speedily be obeyed. An interesting inquiry now suggests itself. What if the Viceroy fails to comply? What if he so apprehends the true inwardness of the situation as to offer a feather-bed resistance, and to say, in effect, "Well, what are you going to do now?" Of course, our Charge d'Affaires in Peking would promptly demand from the Viceroy the cancelling of the Viceroy's order, and his degradation from all his titles and honours, as well as similar punishment for the other higher Provincial Authorities responsible for such extravagance. But sup-

pose the Wei-wu-pu refused, what then? Or less unlikely, suppose the Wei-wu-pu to act with perfidy, temporarily degrade the Viceroy while appointing another just as bad? What should our Government do? Might we hope for a brief return of the stern days when the White Ensign and all it means was asked to kindly reduce, recalcitrant Viceroy to a condition of penitent commensence? Or should we smile and "thank you, kindly Sir," for having brought us to a realization of our own exasperating impotence? For rejoice while we may at the firmness and vigour of the Consul-General's protest, we are not all sanguine of His Majesty's Government taking steps to enforce it which might be misconstrued by some of their well-beloved and trusty supporters as inflating another "Opium War."

THE GREAT FIGHT.

We have repeatedly asked what we think of the Jeffries-Johnson fight, and it ought to be unnecessary for us to answer, as we have already expressed our views on prize-fighting and boxing in general. It will be needless for us now to point out at length that, as we have remarked before, modern prize fights are not what such contests were in the days of "Rodney Stone." The unhealthy spirit of the whole thing disgusts real lovers of bravery and skill. When the news of Johnson's victory first became known, we rejoiced that our American friends had not fulfilled the dismal prophecy of the Governor of California who openly declared that the white people would never let Johnson win, and indeed that he dared not fight to win, for fear of being lynched. Such a miserable state of affairs, had it been true, would have been to the eternal dishonour of the great Republic. We are delighted to find that such gloomy forebodings have been falsified. We naturally feel sympathy for a white fighter against a negro, but our sympathy does not amount to colour prejudice. Our feelings are very simple and utterly sportsmanlike. He says "Fight against the black man, and fairly; fight with him, as we do with our Hausa troops in Africa; march with him, eat with him, starve with him, die with him." But don't marry him—or her." And we might add "Nor inflict a worse injury than marriage." All wise black people will agree with us, and so will all white people, especially those who have led black troops. There are no better fighters on earth than the Soudanese and they are as black as a blackcat. As for "race riots," the scum of all races are just scum, and if a few blackguards and white savages are killed in such riots, the world is well rid of them. We devoutly hope, however, that in every case the murderers will be hanged.

LOCAL AND GENERAL.

A DEFICIT of £8,000,000 is anticipated in the French estimates.

A NATIVE was fined \$100 this morning for running a gambling school at Shau-ki-wan.

IN a farewell message, Mr. Theodore Roosevelt said that he left England with ineffaceable memories of the good-will and kindness shown to him.

CAPTAIN Sir Douglas Browning, Bart., of the Naval Intelligence Department at the Admiralty, has been appointed Naval Attaché at Tokio.

A SEVENTEEN-year-old youth was awarded six months' hard labour and six hours' stocks at the Magistracy this morning for snatching a gold earring from the person of a Chinese woman.

It will interest many here to learn that Col. H. G. Fitton, D.S.O., A.D.C., formerly commanding the Royal West Kent Regiment, and now Assistant Adjutant-General, Eastern Command, is to be married some time in the autumn to May, daughter of the late Sir Alfred Hickman, Bart.

It is reported, says the *L. & C. Express*, that the Chinese authorities have lately been making no official inquiries with a view to securing a British general officer to instruct the Chinese army. The desire was expressed for an officer of general's rank, and several prominent British soldiers have been named in this connection.

According to Chinese reports the Commission drafting the Opium Prohibition Laws on the Commission of Constitutional Reforms, have met to confer in compliance with the new regulations and to follow up the opium prohibition by more severe rules. It is proposed to fix the 30th of the 6th moon in the 4th year of the T'ung, as the expiry of the limit, after which officials smoking opium will be cashiered and imprisoned for a term of three years. People who violate the rule will be imprisoned for seven years.

News was received in Shanghai on 5th inst. of the death at the hospital, in Chefong of Captain Edward S. Woolley of the *C. C. Steamer King-king*. The deceased was a well-known and careful navigator on the China coast, and he was highly esteemed by his employers. He was a native of Hobart Town, New Zealand, and was 54 years of age. He joined the *King-king* company in 1880, and was promoted to the rank of second officer of the *C. C. Steamer King-king*. He gained rapid promotion and served in various ships of the company and in 1899 was appointed master, his last ship being the *King-king*. For some time past he had been suffering from slight touches of fever, but he appeared to be in good health when he left for his last voyage. The vessel arrived at Chefoo this morning, when he was suffering from Java fever, and he was accordingly taken ashore to the hospital, where he received every attention. His condition continued to grow worse, and his wife was wired for and she arrived here on the 7th inst. when she learned that her husband had passed away. She is now in the hospital, and is being nursed by the Chinese.

CHINESE PROMISSORY NOTES.

INTERESTING JUDGMENT BY THE FULL COURT.

The following interesting joint decision was delivered by the Full Court this morning. During the hearing of this case a question arose as to whether certain Chinese documents were promissory notes or not. In view of the importance of the question and the frequency with which it arises I directed that it should be argued before the Full Court on a special point of law, in order to have a final and authoritative decision on the question. What the consequence of the decision which we are about to give will be is a matter which does not concern this Court. It must be decided hereafter. We were referred to a decision of Mr. Justice Smith, given in Summary Jurisdiction, some years ago, in which he dwelt on the importance of the presence or absence of the Chinese words "Pat Ng." We have given the judgment due consideration, but are of opinion that it still leaves the question open for discussion. The borrowing and lending of money is an operation which is based on contract and sets up a contractual relationship governed by the ordinary principles of contract. It works out ultimately into a variety of forms, one of which is called a promissory note, with which alone we have to deal; and if it takes the form of a promissory note, certain consequences laid down in the Bills of Exchange Ordinance, attach to it. With these consequences we have nothing to do; we have only to inquire whether certain contracts made between Chinese men of which the one before us are typified come within this category of money-lending contracts. The definition of a promissory note given in s. 83 of the Act is, that it is an additional promise in writing made by one person to another, signed by the maker, engaging to pay on demand, or at a fixed or determinable future time, a sum certain in money, to, or to the order of, a specified person or bearer. The language of course fits the form in which promissory notes are usually made and given in England to a niece; and the question is whether it fits on to the form which Chinese men use among themselves in this Colony. There is nothing to compel Chinese men to adopt our form if they prefer another; we have only to take the language they use, and see if it comes within the definition. This definition, though highly analytical, is not complicated; it expresses a simple train of thought, which is quite capable of application to the form used by Eastern lenders and borrowers. There is only one point which may give rise to any difficulty—the matter, that is, the maker of the promissory note. But there is no provision which requires a promissory note to be a holograph, and I take it to refer to the maker of the promise to pay—that is, the person who signs, and not the actual writer of the note. The language used in this note is as follows:—"(I) have hereby borrowed from Mr. Ching Shun Koo the principal of \$2,000, in Hongkong current banknotes. Interest will be calculated at the rate of \$1.50 per \$100 per month. It is clearly stated that it will be optional (for the money-lender) to demand return (of the money) at any time. Last words should be unreliable this writing is made as proof. No words to the contrary will be allowed. This loan for which two borrowing notes are separately given amounts to \$4,000 in all. Kwong Sul, 30th year, 10th month, 15th day (21/10/04). The maker of borrowing note Tain Kwai. True handwriting." It was argued that there is not here an unconditional promise to pay, only a statement that the lender may demand return, and, therefore, *non constat*, the borrower engages to pay on demand. On the other side it was argued that this engagement followed inevitably from the words actually used, and was therefore implied. Now at bottom, although all English contracts do not pay such marked attention to the point as these drawn abroad contracts such as we are dealing with are bilateral; there is a promise to give, and a promise to accept the loan. And here it is contended, on the face of the words, there is only a unilateral promise or statement that the lender may demand return; none that payment shall follow the demand. We are clearly of opinion that if a document is made in this form, and signed by the borrower, so that he adopts the language of it and it is language appropriate for a borrower to use, he must be taken to mean that the demand for return of the money will be met by repayment. The lender engages not to seek repayment until demand, the borrower himself putting this covenant, as it were into the lender's mouth, engages to meet the demand when made. Otherwise, words would have no meaning. But if the language of the note were such as would be used by a lender, and it was merely asserted to be by the borrower, by signing, there is no reason why such a document should not be a promissory note (and I believe it is sometimes done by Chinese) that would be no suggestion that he had adopted the right to demand would be the lender's language, unilateral, and it would require some words of acceptance, some definite promise to repay on demand, to bring it within the definition. We therefore think that these documents are promissory notes.

THE HIPPODROME.

The Circus gives its first change of programme to-night, and judging by the items on the programme it will be a first class show. Saturday night the tent was packed, and judging by the applause for each act, and the hearty laughter at the jokes of Clowes Rocco and Romah, every one there must have spent an enjoyable evening.

RETURN of visitors to the City Hall Library and Museum for the week ending the 10th July, 1910:

	Library	Museum
Non-Chinese	101	18
Chinese	170	252
Total	271	270

AN ABSENT PLAINTIFF.

JUDGMENT WITH COSTS FOR JEWELLER'S FIRM.

Before the Chief Justice, Sir Francis Pigott, at the Supreme Court this afternoon, the action was maintained in which Arthur Dreyfus, formerly in the employ of Messrs. J. Ulman and Company, Jewellers, sued the firm and Eugene Bernheim in which the plaintiff sought (1) to recover the amount of \$25,000, alleged to be due for the month of September, 1909; (2) damages for alleged wrongful dismissal. Mr. M. W. Slade, K.C., instructed by Mr. M. Reader Harris, of Messrs. Wilkin and Grier, appeared for the defendants, while the plaintiff was represented by Mr. P. W. Goldring, of Messrs. Goldring, Barlow, and Morrill. Mr. Slade informed the Court that the plaintiff, after coming to terms with the defendants, one of which was that the plaintiff should withdraw the action, had left the Colony without withdrawing the action. Plaintiff had received a certain sum of money, not as acknowledgment of liability but in order that there should be no ill-feeling between the parties. The firm came forward and treated the plaintiff as a creditor and plaintiff had gone away without withdrawing the action.

Plaintiff's name was called three times in the usual formal manner but the latter, failing to answer to his name judgment by default was entered for the defendants with costs.

THE FALSE IMPRISONMENT APPEAL.

AMOUNT AWARDED BY JURY REDUCED BY FULL COURT.

The Chief Justice, Sir Francis Pigott, and Mr. Justice Hasleland, Acting Puisne Judge, delivered their decisions in the case in which Captain A. A. Johnson, Master of the s.s. *Sand On*, sought to have a decision delivered by Mr. Justice Hasleland reversed on the ground that the learned Judge was wrong in fact and in law in not allowing certain points of justification to go to the jury. Mr. M. W. Slade, K.C., and Mr. C. G. Alabaster, instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the appellant and Mr. Eldon Potter, instructed by Mr. E. Davidson, of Messrs. Hastings and Hastings, represented the defendant.

The Chief Justice, in the course of his judgment stated that the case had presented many difficulties on account of the previous relationship of the appellant and the respondent. The facts were not very complicated. After citing the facts of the case, his Lordship said it appeared to him that the appellant's version of what had occurred was rather exaggerated, because there might have been a large number of people present on the bridge but it had not been shown that they obstructed or impeded him in any way in the execution of his duty. It was required by the Ordinance that the master of a steamer in the event of any trouble arising on his ship should ask the person or persons concerned their names and addresses. The Captain failed to do that in that case and the respondent scored a point. On those facts, it was very clear that the damages should be reduced to a nominal sum of \$10, each party to pay his own costs. It would not be criticizing the Magistrate's action in any way if he said that if the charge of assault had been properly preferred in the original instance, the respondent would have been convicted. The question, therefore, naturally arose as to how far a person was responsible for the fault of a Police Inspector. The respondent had merely scored a technical point owing to the superior knowledge of the Captain of the Merchant Shipping Act.

The Puisne Judge concurred with the views expressed by the Chief Justice and agreed that the damages should be reduced to \$10, each party to pay his own costs.

Mr. Potter referred to the question of costs. If the Court held against him on the question of damages he failed to see how he could be deprived of his costs.

The Chief Justice—The question of costs are never argued.

Mr. Potter contended that if the learned Judge in the lower Court had been against him on the point of legal facts, he would have been entitled to call rebutting evidence, which he had not done because it had not been found necessary to do so. Now he was deprived of calling rebutting evidence in the Court of Appeal. The learned Puisne Judge had withdrawn the points of justification raised by Mr. Alabaster from the jury. The fact of the matter was that their Lordships had heard defendant's version of the story only.

The Chief Justice—We've only heard the facts of the case.

Mr. Potter contended that was not so.

The Chief Justice—What are we discussing, Mr. Potter?

Mr. Potter—I'm asking your Lordships to reserve your decision till now, and as opportunity is given to the appellant to call rebutting evidence in the Court of Appeal. The learned Puisne Judge had withdrawn the points of justification raised by Mr. Alabaster from the jury. The fact of the matter was that their Lordships had heard defendant's version of the story only.

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RAILWAYS IN CHINA.

DISCUSSION IN PARLIAMENT.

In the House of Commons on June 15, Mr. Gerald Arbuthnot (U.) asked for information in regard to the Government's policy in reference to China. The impression prevailed that British interests were not adequately supported by the Government, and that the Government supported the Russian and Japanese protests in connection with the Chinese-Aigun Railway regardless of British commercial interests.

Sir Edward Grey replied—I come to the question of the Chinese-Aigun Railway. I am afraid that on this point I shall disappoint the expectation of hon. members. The Chinese-Aigun Railway is promoted by American financiers and a British firm of contractors, who applied for and have been promised a concession from the Chinese Government. It is not a concession of the particular kind referred to by the hon. member who raised the question, but it is something which is to be given to them by the Chinese Government, the nature of a concession for a loan for the making of a railway. That is perfectly legitimate on their part, and I have not the least right to complain, and I do not complain of any action that has been taken. On the contrary, I look very favourably upon the co-operation of British and American firms in any other matter, and I am very glad to see them co-operating. I, therefore, do not in the least depreciate anything that has been done in this matter. But when I am asked to compare and put diplomatic pressure upon the Chinese Government to put this agreement through, then I am brought up by the fact that in 1897 Notes were exchanged between the British and the Russian Governments, under which we agreed, on our part, not to press for railway concessions in this particular region. It is true we did not undertake any obligation to discourage them, or to prevent British firms applying for them or promoting railways there. It was a purely negative undertaking on our part. But what I am reproached for is that I have not taken an active and positive part in promoting the construction of this railway. I think the hon. member who raised the question put a technical and somewhat narrow construction upon the Anglo-Russian Agreement of 1897. He asked if he had not been superseded by a subsequent arrangement. In so far as it may have been modified by subsequent arrangements superior to it, it would have been superseded, but I am not aware that arrangements which were subsequently made have altered the natural meaning of the Anglo-Russian Agreement or deprived it of its force. If any agreement of that kind still exists, it ought not to be put an end to without a mutual understanding between the two Governments concerned, and it ought not to be modified unless they understand exactly what the modification means.

The Chinese-Aigun Railway is a railway which is to cross the line to Russia, and is to extend right up to the Russian frontier. In these circumstances I think that if the Chinese were going to have this railway made by foreigners, we could not, in the face of the Anglo-Russian Agreement, take an active part in supporting it until the Chinese had come to terms with Russia about it. Japan has not opposed the railway in principle but has asked for participation, and I think that was a perfectly reasonable demand on the part of Japan. If Japan had taken up the line of stating that she wished to have a railway monopoly in Manchuria, that would have been a distinct breach of the open door. If she made use of her position there by giving preferential treatment to her own people as against others, that again would be a breach of the open door. But for Japan to say that after all that has passed she has an interest in Manchuria which justifies her in wishing for participation in railways which may, to some extent, compete with the railway which is already in existence, not, I say, in opposing them in principle, but in asking for participation in them—it would be going too far for us to declare that is an unreasonable demand to make, and to take active diplomatic steps at Peking to press for the granting of this concession.

Mr. Arbuthnot—Is it not a fact that the Japanese demand involves some control over and above participation?

Sir Edward Grey—I am not quite sure on that point. All that I am defending is our attitude of neutrality. In the face of the Anglo-Russian Agreement it would have been impossible for us to take up the attitude of actively promoting the railway, which is going to be constructed by foreigners with money lent by foreigners, which is going to cross the Russian line at one point, and extend up to the Russian frontier, and therefore, is going to have a considerable influence on Russia's strategic position, and to press for that railway without Russia being given any chance of participation. I think the only course consistent with the original interpretation of our political obligations in this respect is that we should say that while we have every wish to see British and American finance co-operate in railway construction in China, yet in regard to this particular railway we cannot but think it reasonable that China should consult both with Japan and with Russia if she intends to have this railway made by foreigners. In face of the Anglo-Russian Agreement of 1897, the only reasonable course for us to adopt would be to maintain a neutral attitude until the Russian and Japanese objections to the railway have been removed. I think that is the only reasonable course we can take both on the grounds of our general policy and in accordance with the general sense of our treaty engagements. (Cheers.)

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THE MITCHELL-LEMM CASE.

APPEAL DISMISSED WITH COSTS.

The Chief Justice, Sir Francis Pigott, delivered his decision before a Full Court this morning in the action in which John Lemm, architect, sought to have certain decisions delivered by the local Courts reversed in connection with the action brought by Captain Mitchell, Master Mariner, for criminal conversation with the latter's wife. Mr. M. W. Slade, K.C., instructed by Mr. P. M. Hodgson, of Messrs. Kwens and Harton, appeared for the appellant and Mr. C. G. Alabaster, instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, represented the respondent.

In the course of a lengthy judgment, the Chief Justice touched at some length on the proceedings in Scotland and at the conclusion of the judgment dismissed the appeal with costs except in respect of a certain part of the appeal in which the appellant had succeeded.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday, 14th inst., at 2.30 p.m. Following are the orders of the day:

1. Financial Minutes. (Not 45 to 50.)
2. Report of the Finance Commission. (No. 6.)
3. First reading of a Bill entitled An Ordinance to secure the better training of Midwives and to regulate their practice.
4. First reading of a Bill entitled An Ordinance to amend the Law of Copyright.
5. First reading of a Bill entitled An Ordinance to amend the Young Persons Ordinance, 1900.
6. First reading of a Bill entitled An Ordinance to amend the Law of Copyright.
7. First reading of a Bill entitled An Ordinance to amend the Crown Lands Resumption Ordinance, 1900, as to make special provision for the Resumption of Crown Lands of small value for public purposes.
8. First reading of a Bill entitled An Ordinance to amend the Protection of Women and Girls Ordinance, 1897.
9. First reading of a Bill entitled An Ordinance to provide for the stopping of diversions, turning or alteration in levels of highways.
10. First reading of a Bill entitled An Ordinance to amend the Liquors Ordinance, 1900.
11. Second reading of the Bill entitled An Ordinance to amend the Appropriation of Supplementary Grants of the Government of the Colony and of the Government of the Colony.
12. First reading of a Bill entitled An Ordinance to amend the Protection of Women and Girls Ordinance, 1897.
13. First reading of a Bill entitled An Ordinance to provide for the stopping of diversions, turning or alteration in levels of highways.
14. First reading of a Bill entitled An Ordinance to amend the Liquors Ordinance, 1900.
15. Second reading of the Bill entitled An Ordinance to amend the Appropriation of Supplementary Grants of the Government of the Colony and of the Government of the Colony.

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CANADIAN PACIFIC
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Royal Mail Steamship Line.

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

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"MONTEAGLE" TUESDAY, AUGUST 16TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 27TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	

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Via Canadian Atlantic Port.

Via New York.

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For	Steamship	On
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SINGAPORE, PENANG & CALOUTTA	"KUMSANG"	WED. DAY, 13th July, Noon.
YUNNAN	"YUNNAN"	FRIDAY, 15th July, 4 P.M.
SANDAKAN	"MAUSANG"	WED. DAY, 20th July, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 22nd July, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	TUESDAY, 26th July, Noon.

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These vessels have all modern improvements and are fitted throughout with Electric Light & daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAKINGO"	13th July, 3 P.M.
SWATOW & SHANGHAI	"CHI KIANG"	13th July, Noon.
SHANGHAI	"CHI KIANG"	14th July, 4 P.M.
SWATOW & SHANGHAI	"HUIHOU"	14th July, 4 P.M.
CHIEFOO & TIENSIN	"HUIHOU"	21st July, 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	27th July, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout.

Fares: Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA, TWIN-SORROW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

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N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

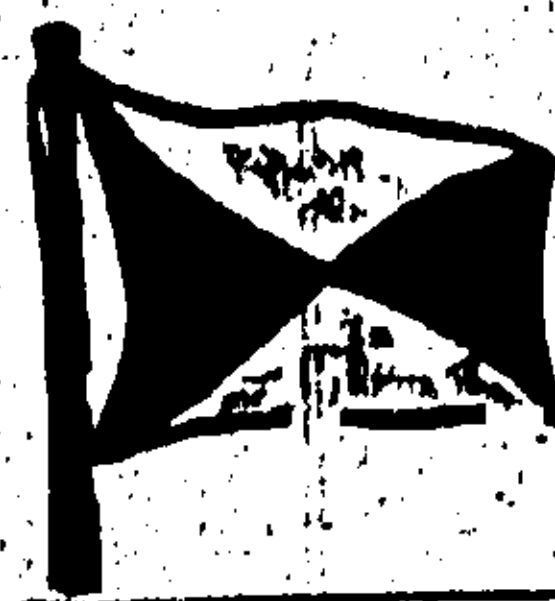
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HONGKONG—MANILA.

CHINA AND MANILA
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Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. Fraser	MANILA	SATURDAY, 15th July, at Noon.
LAIRDO	2540	R. Rodger	"	SATURDAY, 23rd July, at Noon.

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Hongkong, 11th July, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.



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For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. I. Saito	6,182	WED. DAY, 13th July, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED. DAY, 10th Aug., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

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For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BOJUN MARU" Captain Y. Fushino	THURSDAY, 14th July, at 10 A.M.
TASMU v. SWATOW & AMOY	"DAIGI MARU" Captain H. Murayama	SUNDAY, 17th July, at 10 A.M.
ANPING via SWATOW and AMOY	"JOSHIN MARU" Captain Y. Yamamoto	WEDNESDAY, 20th July, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

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Hongkong, 11th July, 1910.

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DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	MISHIMA MARU, Capt. A. E. Moses, Tons 9000 KAGA MARU, Capt. M. Hagino, Tons 7000 ATSUTA MARU, Capt. Wm. Thomson, Tons 9000	WEDNESDAY, 20th July, at Daylight. WED. DAY, 3rd Aug., at Daylight. WEDNESDAY, 17th Aug., at Daylight.
VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. J. Nago, Tons 7000	SATURDAY, 13th Aug. From KOBE.
VICTORIA, B.C., & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	INABA MARU, Capt. K. Kawa, Tons 7000 TAMBA MARU, Capt. K. Saito, Tons 7000	TUESDAY, 19th July, at 4 P.M. TUESDAY, 16th Aug., at 4 P.M.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	MIKKO MARU, Capt. M. Vagi, Tons 6000 KUMA MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 5th August, Noon. FRIDAY, 2nd Sept., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	HAKATA MARU, Capt. A. Mocker, Tons 7000	TUESDAY, 12th July.
SHANGHAI, MOJI & KOBE	BINGO MARU, Capt. S. J. G. Parsons, Tons 7000	WEDNESDAY, 20th July.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 3rd Aug., at Noon.
KOBE and YOKOHAMA	HITACHI MARU, Capt. N. Mathieson, Tons 7000	THURSDAY, 21st July, at 5 P.M.

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THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

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SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	On about
Amyer	4,365	J. Boyd	19th July
Swier	6,132	F. S. Cowley	23rd Aug.
Ocean	4,057	F. W. Davies	27th Sept.
Kumuri	6,231	G. S. McGill	20th Oct.

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via PORTS and SUZ CANAL

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S.S. "CHAZER" On 20th inst.

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Consignee.

NORDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

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having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th of July, will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th of July, at 9.30 A.M.

All Claims must reach us before the 10th of July, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO

Ex S.S. *Harpy* from Zanzibar.

NORDEUTSCHER LLOYD.

MEICHERS & Co.,

General Agents.

Hongkong, 29th June, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAVA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 7th inst., at 4 P.M., will be subject to sale.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 1st July, 1910.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 5th July, 1910.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

Consignees.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship
"KASONGA,"
Captain A. W. Dobb, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 12th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected.

Owing to cargo on board S.S. "Kasonga" having been on fire during the voyage, Consignees are hereby notified that before Bills of Lading can be countersigned an Average Agreement will have to be signed and a deposit of 100 per cent. of the estimated net arrived value of their cargo lodged with us.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 6th July, 1910. [470]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"ATSUTA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be stored on mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 12th July, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Agents.

Hongkong, 7th July, 1910. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DELHI."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be stored on mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. *Mongolia*.
From Australia, &c., ex s.s. *Persia*.
From Calcutta, ex s.s. *Palermo*.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 6th July, 1910. [4]

SHIPPING AND MAILS

MAILS DUE.

German (*Kleist*) 12th inst.
American (*Nippon Maru*) 10th inst.
American (*Siberia*) 10th inst.
American (*China*) 3rd prox.
American (*Manchuria*) 8th prox.

The s.s. *Lenaxa* sailed from Singapore on 10th inst., and may be expected here on 16th inst.

The German s.s. *Bernia* left Sandakan on 9th inst., p.m., and may be expected here on 15th inst.

The P. & O. S. N. Co's s.s. *Sunda* left Singapore for this port on 8th inst., at 5 p.m., and is due here on 14th inst., at 6 a.m.

The Imperial German Mail s.s. *Colonia* left Kuching on 10th inst., at noon, and may be expected here on 14th inst., p.m.

The I. O. S. N. Co's s.s. *Kutang* left Calcutta for the Straits and Hongkong on 7th inst., and is due here on 23rd inst.

The T. K. K. s.s. *Nippon Maru* will sail from Yokohama on 11th inst., en route to Hongkong, and is due to arrive at this port on 10th inst., at 6 p.m.

The A.P. Co's s.s. *Japan* from Shanghai and Kobe, left Moji on 8th inst., and may be expected here on 14th inst., noon.

The Imperial German Mail s.s. *Roon* left Shanghai 1/4 P.M. on 9th inst., at 8 p.m., and may be expected here on 13th inst., p.m.

The Imperial German Mail s.s. *Carlsberg* carrying the German Mails with dates from Berlin of the 15th ult., left Singapore on 8th inst., at 6 p.m., and may be expected here on 12th inst., at 6 p.m.

The P. M. S. S. Co's s.s. *China*, sailed from San Francisco, on 6th inst., for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on 3rd prox.

The P. M. S. S. Co's s.s. *Manchuria* sailed from San Francisco on 12th inst., for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on 3rd prox.

RUBBER-STATE RETURNS.

May June Total.

	May	June	Total
Allagar	3,000	1,400	4,400
Alor Pongu	1,870	3,200	5,070
Alma	600	1,000	1,600
Anglo Malay	47,053	24,083	71,136
Ayer Kuning	—	833	833
Ayer Molak	1,882	5,077	6,959
Baligowale	9,778	4,782	14,560
Banteng	1,716	7,200	8,916
Batu Caves	12,256	43,043	55,299
Batu Tiga	6,622	20,803	27,425
Bertam	—	43,088	43,088
Beverlac	8,943	40,203	49,146
Bikam	785	7,715	8,500
Bukit Kajang	—	12,704	12,704
Bukit Rajah	30,700	177,083	207,783
Bukit Lintang	3,320	15,670	18,990
Caray United	13,000	30,350	43,350
Castelfield	3,030	14,042	17,072
Changkat Serang	3,003	12,599	15,602
Changkat Salak	901	3,301	4,202
Cicely	—	37,631	37,631
Consolidated Malay	—	90,041	90,041
Caledonia	17,687	68,447	86,134
Damansara	27,863	105,861	133,724
Edinburgh	6,400	29,150	35,550
Federated (S'gor)	10,627	40,028	50,655
F.M.S. Rubber	35,770	292,577	328,347
Godong	13,500	37,500	51,000
Gleesley	1,621	7,850	9,471
Glenishel	1,621	11,235	12,856
Golden Hope	5,877	24,000	29,877
Golconda	—	45,538	45,538
Harpender	6,800	24,930	31,730
Heawood	907	907	1,814
Hibz. & Lowlands	18,648	21,036	39,684
Ich Kenneth	14,438	35,272	49,710
Jagra	9,671	8,840	18,511
Jebong	18,500	30,085	48,585
Kapar Para	—	31,805	31,805
Kamunting	7,171	9,191	16,362
Kempsey	—	10,534	10,534
Kepong	2,750	—	2,750
Kota Tinggi	—	6,665	6,665
Kuala Klang	—	8,85	8,85
Krian Raj. Est.	—	21,410	21,410
Kuala Lumpur	38,500	89,358	127,858
Lahu	17,185	143,918	161,103
Lansdown	37,478	42,463	79,941
Ledbury	9,609	302,000	311,609
Linggi	62,500	48,518	111,018
London Atlantic	12,656	116,000	128,656
Malacca Plant	21,000	3,549	24,549
Merton	1,761	3,189	4,950
North Hummock	1,870	24,530	26,400
Nova Scotia	8,480	9,050	17,530
Pajam	2,400	24,301	26,701
Pattaling	27,057	14,546	41,603
Pegoh	3,261	37,490	40,751
Perak Plant	—	2,258	2,258
Port Dickson	—	4,152	4,152
Rambla	671	5,623	6,294
Ribu Rubber	5,623	43,220	48,843
Rubana	10,000	5,179	15,179
Rataul	1,490	11,599	13,089
Riber Growers Assn.	2,404	26,025	28,429
Sangat	6,003	20,734	26,737
Salaba	5,786	16,780	22,566
Sungei Ohoh	3,930	83,800	87,730
Sungei Kapar	16,500	34,061	50,561
Sandycroft	5,595	58,431	64,026
Seafield	14,574	135,882	150,456
Selangor	—	149,598	149,598
Seremban	31,516	19,904	51,420
Senawang	6,000	41,091	47,091
Shelford	—	23,750	23,750
Spore & Johore	10,056	121,480	131,536
Singapore Para	4,950	9,909	14,859
Stralia Rubber	21,850	620	22,470
Sungei Salak	2,103	43,700	45,803
Telok Anson	620	3,160	3,780
Tali Ayer	13,000	4,880	17,880
Tragalar	260	59,003	59,263
Teong	—	1,420	1,420
United Singapore	1,420	179,737	181,157
Vallambrosa	59,003	—	59,003

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—*Singapore Free Press*.]

THE WEATHER.

On the 11th at 11 55 A.—The barometer has risen moderately over N. China, and Japan.

Areas of low pressure are lying over the Yellow Sea and the N.W. part of the Sea of Japan, the Pacific to the S.E. of Japan and W. China and Tongking.

Pressure remains high over the S. part of the China Sea, and the Pacific to the N.E. of Japan.

Fresh to moderate S.W. and S. winds may be expected in the Formosa Channel and along the S. coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S. winds, fresh to moderate; showery.

2.—Formosa Channel, S.W. and S. winds, fresh.

3.—South coast of China between Hongkong and Lamscocks, same as No. 2.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

DOCK RETURN.

TO GO AND WHAT DOCKS.

	At Kowloon Dock
Halyang	"
Dragon	"
Gloria	"
Sui Cheong	"
Sai Bander	"
Hongkong	"
Tymoric	At Cosmopolitans

TAKO DOCKS.

	At Quarry Bay Docks
Rubi	"
Union	"
Hapac	"
Chabue	"
Shan	"
Chabue	"

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London-Bank T.T.	1/19 1/16
Do. Demand	1/19 1/16
Do. 4 months' sight	1/19 1/16
France-Bank T.T.	1/19 1/16
America-Bank T.T.	1/19 1/16
Germany-Bank T.T.	1/19 1/16
India T.T.	1/19 1/16
Do. Demand	1/19 1/16
Shanghai-Bank T.T.	1/19 1/16
Singapore-Bank T.T.	1/19 1/16
Japan-Bank T.T.	1/19 1/16
Java-Bank T.T.	1/19 1/16

Buying.

6 months' sight L/C.	1/19 1/16
10 days' sight San Fco & New York	1/19 1/16
4 months' sight do.	1/19 1/16
10 days' sight Sydney & Melbourne	1/19 1/16
4 months' sight do.	1/19 1/16
10 days' sight France	1/19 1/16
4 months' sight do.	1/19 1/16
10 days' sight Germany	1/19 1/16
Bar Silver	1/19 1/16
Bank of England rate	1/19 1/16
Foreign	1/19 1/16

Shipping.

Arrivals.

Wahio, Br. s.s., 1,227, A. Tucker, 9th July—Saigon 5th July Rice—B. & S.	
Hongkong, Br. s.s., 742, Correllsen, 9th July—Halifax and Holbow 7th July Gen.—A. R. Marty.	
Halyang, Br. s.s., 1,67, A. E. Hodgins, 9th July—Swatow 5th July Gen.—D. L. & Co.	
Cambria, Br. s.s., 1,315, F. B. T. Tol, 9th July—Canton 5th July May Patent Fuel—Admiralty.	
Northumbria, Br. s.s., 2,756, Hadley, 9th July—Milke 3rd July Gen.—M. B. K.	
Halmun, Br. s.s., 65, A. H. Steward, 10th July—Swatow 9th July Gen.—D. L. & Co.	
Bujun Maru, Jap. s.s., 1,204, Y. Fueno, 10th July—Shanghai 3rd July and Swatow 9th Gen.—O. S. K.	
Mausung, Br. s.s., 1,614, Welgall, 10th July—Saigon 5th July Gen.—Log.—J. M. & Co.	
Kwangshai, Chl. s.s., 1,556, J. Pratt, 10th July—Shanghai 6th July Gen.—O. M. & N. Co.	
Chp Shing, Br. s.s., 1,100, F. Mooney, 10th July—Canton 5th July Gen.—J. M. & Co.	
Sai Sang, Br. s.s., 1,760, M. Pickers, 10th July—Canton 5th July Gen.—J. M. & Co.	
Johanna, Ger. s.s., 957, M. Island, 10th July—Pakhoi 9th July and Holbow 10th Gen.—J. & Co.	
Inaba Maru, Jap. s.s., 3,337, K. Kawara, 11th July—Seattle via Ports 7th July Gen.—N. V. K.	
Scandia, Ger. s.s., 4,000, Von. Dobner, 10th July—Hamburg 27th May Gen.—H. A. L.	
Tjimali, Dut. s.s., 2,720, Bouman, 10th July—Singapore via Ports 7th July Gen.—J. O. L.	
Talung, Br. s.s., 1,444, G. F. Matthews, 10th July—Amoy 9th July Ballast—J. M. & Co.	
Mahlid, Ger. s.s., 831, Chr. Uldrup, 11th July—Halifax and Holbow 10th July Gen. and Pigs.—J. & Co.	

Clearances at the Harbour Office.

Kwangshai, for Canton.

Talung, for Saigon.

Eskdale, for Palo Laut.

Departures.

July 10.

Dallin Maru, for Swatow.

Lian, for Shanghai.

Kowloon, for Bangkok.

Waiting for Hongkong.

Halward, for Bangkok.

Kasui, for Saigon.

Nanchang, for Swatow.

Passengers departed.

Per Zafra, for Manila—Mrs. and Master de Sir, Mrs. and Miss Spino, Lieut. and Mrs. Capon, Messrs. Chao Hoo, Po, Lam Vor, A. Yell, Miss A. Compton, Mr. Chock Sin, Mr. Chock Lung Shi, Miss Chock Chee, Messrs. Yan Yuen, Yan Cheong, Yan Wai, Chan Yoi, Lee Wan, Quan Kwok Ros, Quong Choy Miss Augustina, Messrs. Too Boy, Tan Pit Li, Tang Ohing Ho, Ong Ping Soi, Ong Yau Hoong, Uy Pit Yau, Uy Wong Ming Tan, Tan Shau, Dr. Lico, Dr. Tai Min, Uy Suaco, Uy Sung Loi, Uy Wo Kwan, Tan Poo, Tan Tai Yuen Mr. and Mrs. Whitmore and child, Messrs. A. W. and F. M. Dadd.

Per F. M. Dadd, for San Francisco—Mr. A. F. Smith, Mrs. T. Chunks, Mr. O. Kelling, Major H. Findlay, Mr. F. Fennell, Mr. E. Fennell, Mr. and Mrs. W. Strong, Messrs. J. D. Auld, S. Yori Oka, Mr. and Mrs. G. S. Lee and 4 children, Messrs. B. Margaron, G. A. Hancock, N. P. Nesper, E. L. Hugh, B. Auld, Fong Tung, Mr. and Mrs. E. H. Brooks and infant, Miss E. Brooks, Messrs. Taka Bashi, H. Lamb, J. F. Harding, J. L. Pierce, A. A. Oppen, H. Hushang, J. S. Spencer, Edw. O. Eberle, Mr. Joe Scheller, Miss Leonard, Mr. J. E. Ellis, Capt. L. B. Honnister, Mr. F. J. Edman, Lady Davis, Miss Gordon, Mr. C. Schmidt, Mr. and Mrs. James Gibb, Misses M. Gibb and J. Cheery.

Shipping Reports.

Str. *Bahama*, from Swatow—Fresh S.W. breeze and head sea and clear weather.Str. *Bahama*, from Swatow—S.W. wind and sea outside.Str. *Bahama*, from Swatow—S.W. wind and sea outside.Str. *Bahama*, from Swatow—S.W. wind and sea outside.Str. *Bahama*, from Swatow—S.W. wind and sea outside.Str. *Bahama*, from Swatow—S.W. wind and sea outside.Str. *Bahama*, from Swatow—S.W. wind and sea outside.Str. *Bahama*, from Swatow—S.W. wind and sea outside.Str. *Bahama*, from Swatow—S.W. wind and sea outside.Str. *Bahama*, from Swatow—S.W. wind and sea outside.Str. *Bahama*, from Swatow—S.W. wind and sea outside.Str. *Bahama*, from Swatow—S.W. wind and sea outside.Str. *Bahama*, from Swatow—S.W. wind and sea outside.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorin & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE PERCENTAGE BY WHICH STOCKS HAVE RISEN OR FALLEN SINCE LAST REPORT.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$15,000,000 \$15,000,000 }	\$2,028,988	{ £2-5/- for half year ending 31.12.09 @ 6% 1/2 = \$15.11 }	{ 4 1/2 % \$50 sellers \$49.10/- }
National Bank of China, Limited.....	99,925	£7	£6	{ £4,000 \$100,000 }	\$30,555	\$2 (London 1/6) for 1908	576 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$154,885 \$102,792 \$125,000 }	none	\$10 for 1908.....	6 % 175 sellers
North China Insurance Company, Limited	10,000	£25	£5	{ Tls. 235,000 Tls. 115,253 Tls. 146,580 \$2,000,000 }	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 % Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$102,792 \$105,849 \$12,981 \$1,000,000 }	\$287,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909.....	6 % \$825 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$294,401 \$109,264 }	\$707,087	\$12 for 1908 and interim of \$3 for 1909	7 % \$200
FIRE INSURANCE.							
China Fire Insurance Company, Limited	20,000	\$100	\$10	{ \$1,000,000 \$50,348 \$61,168 \$1,000,000 }	\$438,406	\$6 and bonus \$2 for 1908.....	7 % \$115
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	{ \$1,000,000 }	\$265,218	\$27 for 1908	8 % \$855
SHIPPING.							
China and Manila Steamship Company, Limited...	30,000	\$25	\$25	{ \$7,748 \$20,000 \$100,180 \$20,000 }	Dr. \$5,777	\$1 1/2 for 1906	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,180 \$20,000 \$20,000 }	Nil.	2 1/2 for year ending 30.6.1908	\$291 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd	80,000	\$15	\$15	{ \$617,500 \$103,545 \$19,100 }	\$20,766	Final of \$1 1/2 for account 1910	8 % \$341 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ \$10,000 \$10,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ 10% 1/2 = \$3.154 3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 }	\$65
Do. (Deferred)	60,000	£5	£5	{ \$10,000 \$10,000 }	£13,755		
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ \$70,000 \$70,000 }	£192,994	A dividend of 7 % for yr. ending 30.4. 1910 & A bonus of 5 %	4 1/2 % \$241 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$75,350 \$62,681 }	\$1,159		3 1/2 % \$14 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$20,000 \$25,000 }	Dr. \$8,090	\$10 per share for 1909	5 1/2 % \$108
Luzon Sugar Refining Company, Limited.....	7,000	\$100	\$100	{ none }	Dr. \$135,893	\$5 for 1897.....	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 6,102	Tls. 10 for year ending 31.8.09	Tls. 825 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	{ £215,000 £24,890 }	£1,435	Final of 1/6 making 3/- for 1909	9 % Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ none }	none	First year	Pa. 10
Raub Australian Gold Mining Company, Limited {	150,000	£1	£1	{ £4,173 }	none	\$4 per share 15th dividend	\$74 sellers
Oriental Consolidated Mining Co., Ltd	500,000	G \$10	G \$10	{ none }	none	Final of Gold \$0.65 for 1909 in all G \$1.15	5 % 41/-
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$25,275 }	Dr. \$8,460	\$1.75 for year ending 31.12.05	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd...	60,000	\$550	\$50	{ \$550,000 \$31,993 \$40,000 \$88,442 }	\$264,847	\$2 1/2 for 1909	4 1/2 % \$56 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$221,000 \$1,000,000 }	\$134,765	Interim of \$1 1/2 for account 1909	\$50
Shanghai Dock and Engineering Co., Ltd.....	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 507,257 Tls. 50,000 Tls. 125,000 }	Tls. 6,361	Interim of Tls. 2 1/2 for 1910	6 1/2 % Tls. 79
Shanghai and Hongkew Wharf Company, Limited...	16,000	Tls. 100	Tls. 100	{ Tls. 697,257 Tls. 50,000 Tls. 125,000 }	Tls. 9,222	Final of Tls. 4 for 1909	7 % Tls. 120
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$1,000 }	Tls. 4,314	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 \$548,075 }	\$24,441	\$1.20 on old and 60 cents on first new issue	8 % \$107 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$548,075 \$10,000 }	\$1,277	\$2.60 on old shares and 1.30 on new shares for half year ending 31.1.09	2 % \$107 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$50,000 \$25,850 }	\$5,471	Interim of 3/- for account 1909	7 % \$100
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	{ \$25,850 }	\$5,471	45 cents for 1909	6 % \$81 sellers
Kowloon Land and Building Company, Limited.....	6,000	\$50	\$30	{ none }	\$59	\$2 1/2 for 1909	8 % \$33 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,525,045 Tls. 10,000 }	Tls. 65,969	Final of 6 % bonus Tls. 1 for 1909.....	6 1/2 % Tls. 109
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 10,000 }	\$1,958	Final of \$1.80 for account 1909.....	8 1/2 % \$58 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd...	20,000	Tls. 50	Tls. 5	{ Tls. 150,000 Tls. 40,098 \$10,000 }	Tls. 10,992	Tls. 11 for year ending 31.10.09	8 1/2 % Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	{ \$10,000 }	\$9,555	50 cents for year ending 31.7.08	8 % \$54 sellers
International Cotton Manufacturing Company, Ltd...	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 }	Tls. 8,378	Tls. 7 1/2 for year ending 30.9.09.....	12 % Tls. 57 1/2
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 4,829	Tls. 6 for 1909	7 % Tls. 70
Sey Choo Cotton Spinning Company, Limited.....	2,000	Tls. 100	Tls. 50	{ Tls. 11,178 }	Tls. 2,172	Tls. 25 for 1909	10 % Tls. 240
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 \$40,000 }	£648	15 % per share for 1908	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$40,000 }	Nil.	60 cents for 1909	6 % \$51 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	{ none }	\$61,128	70 cents for year ended 31.2.06.....	\$14 sellers
Do. Do. Special shares	50,000	\$1	\$1	{ \$100,000 \$1,000 }	\$3,602	80 cents for 1909	9 % \$81 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$100,000 \$1,000 }	\$1,892	\$1.20 for year ending 31.7.09	6 1/2 % \$19 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,000 }	\$4,390	Final of 40 cents making in all 75 cents per share for 1909	10 % \$61 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$5,000 }	\$670	14 per cent. viz. \$1.40 for 1909.....	10 % \$14 buyers
H. Price & Company, Limited	12,000	\$10	\$10	{ none }	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 % \$101 b. & 20 s.
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$150,000 \$40,000 }	\$7,616	Final of \$3 for 1909	6 % \$152 1/2 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$40,000 }	\$5,176	Final of \$1 making in all \$2 for 1910	9 % \$201 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ Tls. 547,500 Tls. 62,224 }	Tls. 116,682	2nd interim dividend of Tls. 12 1/2 for 1910.....	4 1/2 % Tls. 1,320
Maatschappij tot Exploitatie van Landbouwerij op de Looi, Limited	25,000	Gs. 100	Gs. 100	{ \$20,000 }	\$3,014	80 cents on fully paid shares and 8 cents on 1/- paid shares for year ending 30.4.10	5 1/2 % \$14 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none }	Pa. 18,640	None	5 % \$14 buyers
Peak Tramways Company (new)	25,000	\$10	\$10	{ none }			
Philippine Company, Limited	75,000	\$10	\$10	{ Tls. 14,810 Tls. 75,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2 % Tls. 240 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 14,810 Tls. 75,000 }	Tls. 5,250		
Societe des Papiers et Papeteries du Tonkin.....	13,200 Benefit shares 1,300	50 Halapong Nominal	25 Currency	{ none }	none	First year	\$35 sellers
South China Mooring Post, Limited	6,000	\$25	\$25	{ none }	Dr. \$11,006 \$127,86	None	\$26 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	{ none }		10 % for year ending 31st May 1910	\$5 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$11,956 }	none	60 cents for year ending 31.12.05	8 % \$7 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$46,000 }	\$341	60 cents per ord. share for year ending 31.5.09	5 % \$11 1/2 sellers
Watkins Limited	10,000	\$10	\$10	{ none }	\$1,241	35 cents for 1909	\$33 sellers or div.
Watson (A.S.) & Co., Limited	20,000	\$10	\$10	{ \$300,000 \$5,000 }	\$2,611	None	\$61 buyers
William Powell, Limited	15,000	\$7		{ none }	\$78	None	\$21 sellers

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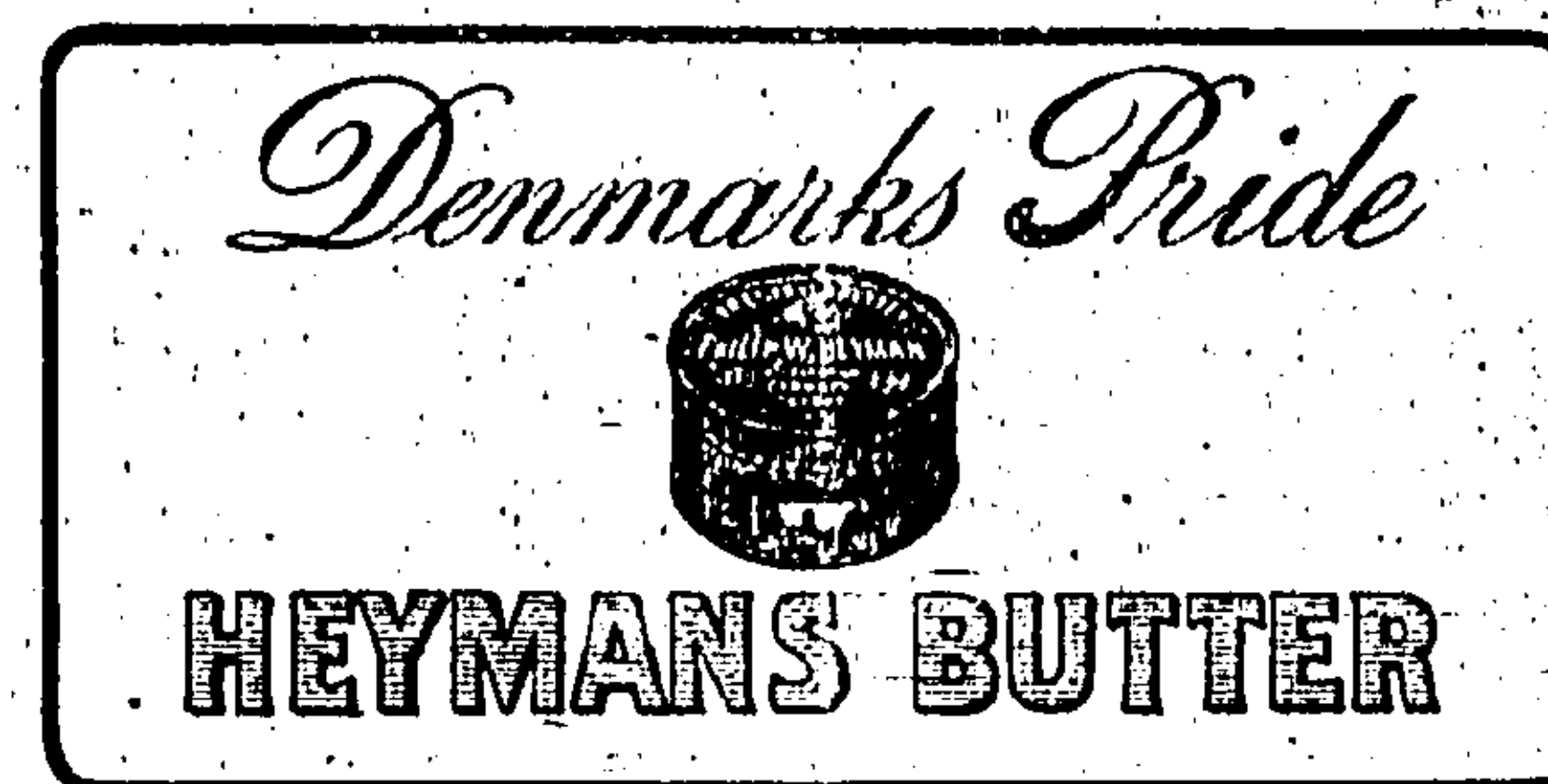
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